

IN THE CLAIMS:

Please cancel claims 1 to 13 and add the following new claims:

14. An installation arrangement for a vehicle drive unit, comprising:

an internal combustion engine, the internal combustion engine having cylinders arranged in at least two cylinder rows at an angle to one another, one of the cylinder rows being arranged to lie at least substantially horizontally;

a transmission;

an engine housing;

a crankshaft mounted in the engine housing so as to lie in a longitudinal direction of the vehicle;

a parallel auxiliary shaft driven by the crankshaft for transmitting power to the transmission;

input drive shafts for vehicle wheels; and

an output driveshaft in operative connection with the transmission and the input drive shafts for driving the vehicle wheels.

15. An arrangement as defined in claim 14, wherein the crankshaft and the auxiliary shaft are each arranged in accommodating, vertically running planes at a distance from one another that an auxiliary shaft plane (NE) which accommodates the auxiliary shaft is identical

to a vehicle longitudinal center plane, and a crankshaft plane (KE) which accommodates the crankshaft is arranged offset at a distance from the auxiliary shaft plane to one side.

16. An arrangement as defined in claim 15, wherein the engine housing has a rear wall, relative to a direction of vehicle travel, with an opening therein, the output drive shaft of the transmission being articulated on the rear wall at the opening, the opening having a center point (MP) arranged at a distance to one side of the vehicle longitudinal center plane such that a the crankshaft plane (KE) lies between the center point (MP) and the auxiliary shaft plane (NE).

17. An arrangement as defined in claim 16, wherein the housing of the internal combustion engine has at least two separation planes (TE1, TE2), the housing including a crank housing upper part which carries the cylinder rows and a bearing traverse adjoining the crank housing upper part along one of the separation planes (TE1), the crankshaft and the auxiliary shaft being mounted in the one separation plane (TE1), and the bearing traverse and a housing lower part adjoining one another in another of the separation planes (TE2).

18. An arrangement as defined in claim 17, wherein the separation planes (TE1, TE2) are arranged parallel to one another, and incline through an angle (W) with respect to the crankshaft plane (KE) and incline with respect to the camshaft plane (NE).

19. An arrangement as defined in claim 18, wherein the substantially horizontal cylinder row has a cylinder center plane (ZME1) arranged at right angles to the crankshaft plane (KE), and so as to run parallel and underneath a transmission plane (GE)

which accommodates the auxiliary shaft, the center point (MP) of the opening being located underneath the transmission plane (GE).

20. An arrangement as defined in claim 19, wherein the branch is a differential arranged in the housing lower part, and further comprising an intermediate shaft connected between the differential and at least one of the input drive shafts, the intermediate shaft having a longitudinal axis (D) that runs underneath the center point (MP).

21. An arrangement as defined in claim 20, wherein the bearing traverse has a bearing neck, the intermediate shaft being arranged to pass through the bearing traverse within the bearing neck.

22. An arrangement as defined in claim 19, wherein the internal combustion engine has a further cylinder row which is arranged between the cylinder rows that are at an angle to one another.

23. An arrangement as defined in claim 22, wherein the cylinder rows are arranged, as seen clockwise in the direction of travel, with the substantially horizontal cylinder row first, the further cylinder row second, followed by a third cylinder row.

24. An arrangement as defined in claim 23, wherein the second and the third cylinder rows are arranged symmetrically with respect to the crankshaft plane (KE) so as to form a V-engine, the second cylinder row having a cylinder center plane (ZME2) that lies

on the angle bisector between the cylinder center plane (ZME1) of the first cylinder row and a cylinder center plane (ZME3) of the third cylinder row.

25. An arrangement as defined in claim 14, wherein the input drive shafts are arranged so that an angle between the input drive shafts and the vehicle longitudinal center plane, in a plan view of the vehicle, is less than 90 degrees.

26. An arrangement as defined in claim 25, wherein, in a view from in front of the vehicle, an angle enclosed between the input drive shafts and the vehicle longitudinal center plane is less than 90 degrees.